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COUNTRY USSR (Stalingrad Oblast)
SUBJECT Stalingrad/Beketovka Airfield

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(Beketovka)

1. The Stalingrad-Beketovka (48°03'N/41°02'E) airfield was about 7 km from the Volga River, on a hill south east of Bezetovka. The field was 2 km square and a hard-surfaced road led to it from the north. There was no railroad connection. Construction work was not observed. The silhouettes of some buildings were seen in the northeastern corner of the field. Two radio masts were west of the field.
2. The flying observed indicated that the field was occupied by biplanes fitted with in-line engines and rigid landing gears; biplanes fitted with radial engines and rigid landing gears; and single-engine fighters, low-wing monoplanes with in-line engines, retractable landing gear and tail skid.
3. During the period from May 1948 to June 1949 parachuting was practiced in the afternoon from the biplanes flying at an altitude of about 800 meters. After cutting the engine, the pilot went into a left bank and the parachutist allowed himself to roll over the fuselage. After 15 to 20 seconds a small parachute and a short time afterwards a large one opened. Group parachuting was not observed. In 1949 it was observed that the paratroops allowed themselves to drop twice the distance, compared to earlier jumps, before the parachutes opened.
4. The airfield personnel was believed to have been quartered at the field since no air force soldiers were ever seen proceeding to or leaving the field.
5. An air force barracks installation was located in Bezetovka, on a street branching off from the main street toward the west. The installation was about 300 meters from the railroad station. The barracks area, which was surrounded by a fence, measured 100 x 300 meters. Buildings observed included a three-story building about 20 x 60 meters, with attic; two wooden garages, each about 30 meters long, and one brick utilities building, about 20 x 10 meters. The installation quartered about 100 air force soldiers wearing black-bordered light-blue epaulettes. The motor vehicles parked in the barracks yard were used daily to haul gasoline and other goods. From 60 to 70 soldiers were employed for these missions. A motor transport unit of the air force was believed to be located at the barracks installation.

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